AIR CAPABLE (NON-RAST) CLASS SHIPS CHECKLIST

THE FOLLOWING IS A LIST OF POSSIBLE DEFICIENCIES ON BOARD AIR CAPABLE (NON-RAST) CLASS SHIPS. THIS IS THE BASIS TO WHICH INSURV WILL INSPECT, IT IS NOT NECESSARILY AN ALL INCLUSIVE LIST.

THERE ARE 6 AREAS INTO WHICH AVIATION DEFICIENCIES ARE ORGANIZED:

ACED-AIRCRAFT DOORS; **AESS**-AVIATION ELECTRICAL SUPPORT SYSTEMS; **C/S**-CRASH & SALVAGE; **FAC**-SHIP FACILITIES; **JP-5**-FUELS; **VLA**-VISUAL LANDING AIDS

AVIATION DEFICIENCY LIST:

ACED, DOOR, FLIGHT DECK RAMP ACCESS:
Loc :FLT DECK RAMP
CSMP Name: DOOR RMP ACCESS

THE FLIGHT DECK RAMP ACCESS DOOR HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP.
-CHAIN HAD EXCESSIVE SLACK.

ACED, DOOR, RAMP/ISLAND, ROLLER CURTAIN:
Loc :
CSMP Name: HNGR DR ISLAND

THE RAMP/ROLL/SLAT/DOOR LEADING TO THE FLIGHT DECK HAD THE FOLLOWING DEFICIENCIES:
-WAS MISSING.
-WAS INOP.
-INOP DARKEN-SHIP CIRCUITRY.
-WAS CORRODED.

ACED, DOOR, ROLLER CURTAIN, CTR:
Loc :SEE REMARKS
CSMP Name: HNGR DR

THE HANGAR ROLLER CURTAIN DOOR HAD FOLLOWING DEFICIENCIES:
-FAILED TO OPERATE ELECTRICALLY/PNEUMATICALLY/MANUALLY.
-THE OPEN TRAVEL ROTARY LIMIT SWITCHES FAILED TO STOP THE DOOR WHEN THE LOWER EDGE OF THE DOOR WAS WITHIN APPROXIMATELY ONE (1) INCH BELOW THE FIXED STOPS ATTACHED TO THE DOOR GUIDES.
-THE CLOSE TRAVEL ROTARY LIMIT SWITCH FAILED TO STOP THE DOOR JUST AS IT REACHED THE DECK.
-OPEN/CLOSE OVER TRAVEL SAFETY LIMIT SWITCHES WERE INOP.
-DOOR WOULD BIND OR HANGUP DURING OPERATION.
-DOOR ROLLED UP/DOWN UNEVENLY.
-____ OF ____ (GENERALLY 90) CURTAIN SLATS FAILED TO ARTICULATE FREELY, WERE DAMAGED/BENT/CORRODED, REQUIRED CLEANING/LUBRICATION, HAD BEEN HEAVILY PAINTED.
-ROLLER CURTAIN BARREL ASSEMBLY PROTECTIVE HOOD (COWLING) REQUIRED TO MAINTAIN PROPER DOOR ALIGNMENT WAS MISSING, DAMAGED/BENT, CORRODED.
-DRIVE SYSTEM REDUCTION GEARBOX LEAKED OIL/GREASE.
-LEFT/RIGHT, PORT/STBD DOOR GUIDES WERE BENT, REQUIRED CLEANING AND LUBRICATION.
-EMERGENCY HAND CHAIN FOR MANUAL DOOR OPERATION WAS INOP/MISSING.
-___ OF ___ DOGS ON THE DOOR WERE MISSING/INEFFECTIVE.
-STBD/PORT DOGGING WRENCH MISSING/BROKEN.
-STBD/PORT VERTICAL HINGED DOOR WAS INOP.
-UPPER/LOWER/HINGED DOOR LIMIT SWITCHES WERE INOP/NOT ADJUSTED PROPERLY.
-WEATHERSEAL STRIPS WERE DETERIORATED/LEAKED LIGHT.
-STBD/PORT DARKEN SHIP SWITCH MISSING/INOP.
LOWER 2 FT OF THE DOOR LACKED HAZARD STRIPES (INTERIOR & EXTERIOR).
(ALTERNATING RED AND YELLOW STRIPES, 4 INCHES WIDE, RISING FROM PORT TO STBD AT APPROX 45 DEGREES.
-HANGAR DOOR, ADJACENT DOOR TRACK/BULKHEAD, AND UPPER CORNERS OF DOORWAY LACKED ALIGNMENT STRIPES (EXTERIOR & INTERIOR).
(ALIGNMENT STRIPES SHALL BE READILY VISIBLE FROM THE DECK, MAY BE ANY COLOR THAT CONTRASTS WITH THE COLOR OF THE DOOR AND DOORWAY, AND SHOULD BE APPROX 6 INCHES LONG AND 2 INCHES WIDE.
-THE DOOR'S AUDIBLE ALARM WAS INOP/FAILED TO SOUND CONTINUOUSLY/HAD LOW VOLUME DURING DOOR OPERATION.

PMS
AVNFACBUL-1 SERIES
T/M: NAVSEA S9169-AS-MMA-010

AESS, 28 VDC, ELECTRICAL SERVICE:
Loc :SEE REMARKS
CSMP Name: 28VDC

28 VDC ELECTRICAL SERVICE SYSTEM HAD THE FOLLOWING

DEFICIENCIES:
-28 VOLT DC SERVICE SYSTEM WAS INOP.
-FAILED TO PROVIDE THE REQUIRED 24-29 VOLTS DC,
(MEASURED:_____ VOLTS DC).
-REQUIRED LOAD TEST WAS EXPIRED/OVERDUE.
-POWER CABLE WAS DAMAGED, ABRADED, KNICKED.
-SHORTING PIN AT CABLE HEAD FAILED TO ACTIVATE THE PROTECTIVE RELAY.
-28 VDC RECTIFIER: COVER WAS DAMAGED/MISSING, FOUNDATION WAS CORRODED, VOLTMETER WAS BROKEN, AMPMETER WAS BROKEN, STATUS LIGHT WAS INOPERATIVE, PUSHBUTTON RUBBER COVERS WERE DAMAGED.
-ELECTRICAL JUNCTION/CONNECTION BOX WAS DAMAGED/BENT/CORRODED/NOT WATERTIGHT.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399 AVIAFACBUL-1 SERIES GSO 588 PMS

AESS, 400HZ, AVAILABLE LOAD MONITORS:
Loc :SEE REMARKS
CSMP Name: LOAD MONITOR

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS), AVAILABLE LOAD MONITORS WERE INOP AT THE FOLLOWING STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, LOAD BANK DOCUMENTATION:
Loc :SEE REMARKS
CSMP Name: 400HZ LD BNK

CURRENT LOAD BANK TEST DOCUMENTATION WAS NOT PROVIDED FOR THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS.

AVNFACBUL-1A
NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, LVR WARNING PLACARDS:
Loc :SEE REMARKS

CSMP Name: 400HZ PLCRDS

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS), LINE VOLTAGE REGULATORS (LVR) LACKED "DANGER HIGH VOLTAGE" PLACARDS.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, MOTOR OPERATED CKT BRKRS:
Loc :SEE REMARKS
CSMP Name: 400HZ CKT BRKRS

400HZ AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) MOTOR OPERATED CIRCUIT BREAKERS HAD THE FOLLOWING DEFICIENCIES:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, NEUTRAL PHASE GROUND:
Loc :SEE REMARKS
CSMP Name: 400HZ NTRL PHS G

NEUTRAL PHASE WAS NOT GROUNDED AT THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-STD-1310
MIL-E-1399

AESS, 400HZ, PHASE ROTATION:
Loc :SEE REAMRKS
CSMP Name: 400HZ PHS RTTION

PHASE ROTATION WAS INCORRECT AT THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
PHIBASLTSHIPAVNFACBUL-1A
MIL-E-1399

AESS, 400HZ, TRANSFORMERS:
Loc :SEE REMARKS
CSMP Name: 400HZ TRNSFRMR

400HZ AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) TRANSFORMERS HAD THE FOLLOWING DEFICIENCIES:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, 400HZ, VOLTAGE OUTPUT:
Loc :SEE REMARKS
CSMP Name: 400HZ VOLTAGE

AESS 400HZ SYSTEM HAD THE FOLLOWING DISCREPANCIES:
-AIRCRAFT ELECTRICAL SERVICE SYSTEM (AESS) VOLTAGE OUTPUT WAS NOT WITHIN ACCEPTABLE/REQUIRED LIMITS (113-118 VOLTS) UNDER FULL LOAD AT THE FOLLOWING STATIONS:
-PORT/STBD HANGAR SERVICE STATION WAS INOP.
-AVAILABLE LOAD MONITORS, REQUIRED TO SECURE POWER TO THE STATION WHEN NOT SUPPLYING A LOAD WAS INOP/NOT INSTALLED.
-AVAILABLE LOAD MONITOR REQUIRED ADJUSTMENT, DID NOT SECURE POWER TO THE STATION WITHIN THE REQUIRED 5-6 SEC TIME DELAY.
-POWER CABLES CABLES WERE DAMAGED, ABRADED/CHAFED/KNICKED.
-POWER CABLE HEAD CONTACTS WERE CORRODED/BENT/CRUSHED.
-ELECTRICAL CONNECTION/JUNCTION BOX WAS DAMAGED/BENT, CORRODED, NOT WATERTIGHT.
-REQUIRED 36 MONTH LOADBANK TEST DATA WAS EXPIRED/MISSING.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
PHIBASLTSHIPAVNFACBUL-1A
MIL-E-1399

AESS, CABLE BIN/ENCLOSURE CONDITION:
Loc :SEE REMARKS
CSMP Name: CABLE BIN

THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATION CABLE BINS WERE SEVERELY CORRODED/HOLED, CONTAINED DIRT/DEBRIS:
-CABLE BIN WAS CORRODED/HOLED.

-CABLE BIN CONTAINED STANDING WATER/DIRT/DEBRIS.
-DECK HATCH LATCHING DEVICES WERE BROKEN/DIFFICULT TO OPERATE.
-CABLE ROLLERS WERE CORRODED/SEIZED.
-CABLE BIN DRAINS WERE CLOGGED.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, CABLE HEAD CONNECTION:
Loc :SEE REMARKS
CSMP Name: CABLE HEAD

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) CABLES WERE IMPROPERLY CONNECTED TO THE CABLE HEADS AT THE FOLLOWING STATIONS:
-POWER CABLE HEAD SOCKETS WERE CORRODED/BENT/CRUSHED.
-PORTABLE CABLES WERE KNICKED/CUT/ABRADED/TWISTED/DAMAGED.
-IMPROPERLY CONNECTED TO THEIR JUNCTION/CONNECTION BOXES IN THE FOLLOWING STATIONS:
-CABLE HEAD SOCKETS WERE LOOSE AT THE FOLLOWING STATIONS:

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

AESS, PBS STATIONS:
Loc :SEE REMARKS
CSMP Name: PBS STATION

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATION PUSHBUTTON STATIONS HAD THE FOLLOWING DISCREPANCIES:
-PBS RUBBER COVERS WERE DAMAGED MISSING.
-PBS CABLES WERE IMPROPERLY SECURED WITH STUFFING TUBES.
-PBS SWITCHES WERE IMPROPERLY MOUNTED.
-PBS SWITCHES WERE INOP.
-POWER INDICATING LAMPS WERE IMPROPERLY LABLED.
-POWER INDICATING LAMPS WERE DAMAGED/MISSING.
-POWER INDICATING LAMPS WERE IMPROPERLY MOUNTED.
-POWER INDICATING LAMPS WERE INOP.
-AESS STATIONS WERE IMPROPERLY LABELED.

NAVSEA S9314-DG-MMA-010
NAVSEA 0963-LP-036-8010
NAVSEA 0910-LP-325-4700
MIL-E-1399

CS, AEL, CHAINS:
Loc :SEE REMARKS
CSMP Name: AEL CHAINS:

TD1 TIE-DOWN CHAINS HAD THE FOLLOWING DEFICIENCIES:
-TIE-DOWN CHAINS WERE MISSING.
-TIE-DOWN CHAINS WERE CORRODED.
-TIE-DOWN CHAINS LACKED PMS.

AVNFACBUL-1 (SERIES)
(AEL) 2-830024025
PMS

CS, AEL, CHOCKS:
Loc :SEE REMARKS
CSMP Name: AEL CHOCKS:

NWC4 WHEEL CHOCKS HAD THE FOLLOWING DEFICIENCIES:
-CHOCKS WERE MISSING.
-CHOCKS RELEASE PIN LANYARDS WERE FRAYED/BROKEN.

AVNFACBUL-1 SERIES
(AEL) 2-830024025
PMS

CS, AEL, CRANIALS:
Loc :SEE REMARKS
CSMP Name: CRANIALS:

OF _____ FLIGHT DECK CRANIAL HELMETS INSPECTED, THE FOLLOWING DEFICIENCIES WERE NOTED:
-AN INSUFFICIENT NUMBER OF CRANIALS WERE ONBOARD, SHIP'S AEL REQUIRED _____, BUT _____ WERE ONHAND.
THE SHIP LACKED _____ (NUMBER) _________ (COLOR) CRANIALS.
-_____ HAD CRACKED/CHIPPED FRONT/BACK SHELLS.
-_____ HAD DETERIORATED (DRY-ROTTED) LINERS.
-_____ LACKED REFLECTIVE TAPE IAW NWP 42.
-_____ LACKED VELCRO PAD IAW NWP 42.
-_____ HAD BRITTLE/HARD/DETERIORATED EAR PADS.
-_____ SOUND SUPPRESSOR (HEARING PROTECTION) HEADBAND HARDWARE WAS CORRODED.
-_____ GOGGLES HAD SCRATCHED/CRACKED/MISSING LENSES.
-_____ GOGGLES HAD DETERIORATED/TORN PADDING.
-_____ GOGGLES WERE MISSING/NOT ATTACHED OR LACKED CLEAR LENSES NIGHT FLIGHT OPS.
-_____ CRANIALS WERE NOT STENCILED WITH THE SHIP'S NAME AND HULL NUMBER.

NAVAIR 13-1-6/7
NWP-42
AVNFACBUL-1 SERIES
(AEL) 2-830024025

CS, AEL, CRASH/RESCUE KIT:
Loc :SEE REMARKS
CSMP Name: CRASH/RESCUE KIT

A DESIGNATED HELO CRASH & RESCUE KIT WITH REQUIRED TOOLS WAS NOT ONBOARD OR THE FOLLOWING TOOLS WERE NOT SERVICEABLE OR WERE MISSING FROM THE CRASH LOCKER/KIT:

AVNFACBUL-1 SERIES
(AEL) 2-830024025
PMS

CS, AEL, EQUIP A/C SLINGS:
Loc :FLIGHT DECK
CSMP Name: EQUIP A/C SLINGS

AIRCRAFT SLINGS WERE NOT PROVIDED OR DEFICIENT AS NOTED:
-_________OF __________ UNIVERSAL SLINGS (40') WERE NOT PROVIDED/NOT LOAD CERTIFIED.
-_________OF __________UNIVERSAL SLINGS (50') WERE NOT PROVIDED/NOT LOAD CERTIFIED.
-BELLY BAND SLINGS WERE NOT PROVIDED/NOT LOAD CERTIFIED.
-AIRCRAFT SLINGS FOR THE FOLLOWING A/C THAT ARE NORMALLY EMBARKED WERE NOT PROVIDED AT THE FLIGHT DECK CRASH AND RESCUE STATION.

NAVAIR 00-80R-19

CS, AEL, GENERAL:
Loc :SEE REMARKS
CSMP Name: AEL GENERAL:

THE FOLLOWING AERONAUTICAL MATERIAL, MOORING AIDS AND EQUIPMENT FOR HELICOPTER OPERATIONS REQUIRED FOR AVIATION CERTIFICATION WERE MISSING:

ALLOWANCE EQUIPAGE LIST (AEL) 2-830024025

CS, AEL, MK1 GENERAL/ PMS:
Loc :FLIGHT/HANGAR DECK
CSMP Name: MK1 GENERAL/ PMS

MK1 LIFE VESTS HAD THE FOLLOWING DEFICIENCIES:
-AIA WERE NOT INSTALLED.
-INSUFFICIENT NUMBER OF LIFE VESTS WERE ONBOARD.
THE -VEST FABRIC JACKETS WERE
DETERIORATED/TORN/DIRTY/CONTAMINATED WITH PETROLEUM
PRODUCTS.
-LACKED REFLECTIVE TAPE COVERAGE.
-SNAPS/FASTENERS WERE MISSING/CRUSHED.
-STROBE LIGHTS WERE INOP/MISSING.
-BATTERIES FOR STROBE LIGHTS WERE EXPIRED/LACK SERVICE LIFE
DATE LABEL.
-WHISTLES WERE MISSING.
-DYE MARKERS WERE MISSING.
-BLADDER ASSEMBLIES BLADDERS WERE TWISTED AND/OR WERE NOT
DISTRIBUTED FULLY THROUGH THE VEST.
-VESTS WERE NOT STENCILED WITH THE SHIP'S NAME AND HULL
NUMBER AND SERIAL NUMBER FOR PMS EGL IDENTIFICATION.

PMS MIP5832
AEL 2-830024025
NAVSEA 240319Z APR96

CS, AEL, MK1 INFLATION:
Loc :SEE REMARKS
CSMP Name: MK1 INFLATION:

___OF 10 MK1 LIFE VESTS FAILED TO PROPERLY INFLATE BECAUSE
OF FOLLOWING REASONS:
(MANIFOLD- DUAL CYLINDER/ AIA CONAX /AIA STRON).
-TORQUE ON MANIFOLD RETAINING NUT INADEQUATE/NUT LOOSE.
-GASKETS MISSING/DAMAGED/INCORRECT.
-FABRIC CAUGHT BETWEEN MANIFOLD AND BLADDER.
-CO2 CYLINDERS MISSING/LOOSE/EXPENDED/NOT FULLY SEATED.
-BLADDER TWISTED -BLADDER HOLED.
-BALDDER/INFLATION TUBE/INTERFACE LEAKED.

PMS MIP5832
AEL 2-830024025

CS, AEL, PROXIMITY SUITS:
Loc :SEE REMARKS
CSMP Name: PROXIMITY SUITS:

PROXIMITY SUITS HAD THE FOLLOWING DISCREPANCIES:
-INSUFFICIENT QUANTITY WERE ONBOARD.
THE SHIP'S AEL REQUIRED _____ COMPLETE SERVICEABLE SETS
ONBOARD, ONLY _____ SERVICEABLE SETS WERE ONHAND.
-SUITS DID NOT MEET REQUIRED SPECIFICATIONS.

(WRONG MANUFACTURER/ASBESTOS LINED, OR LACKED NFPC CERTIFICATION.
) -ALUMINIZED PROXIMITY CLOTHING PROVIDED WAS NOT A MULTI-PIECE ENSEMBLE:
COAT, TROUSERS W/LINERS, & GLOVES, (ONE-PIECE ALUMINIZED COVERALLS ARE NOT AUTHORIZED).
-ALUMINUM COVERING WAS PEELING/WORN ON ______ OF ______ COATS, AND FROM ______ OF _____ TROUSERS.
-______ OF ______ COATS AND ______ OF _____ TROUSERS WERE TORN.
-ALUMINIZED GLOVES WERE NOT PROVIDED/IMPROPER TYPE.
-LINERS WERE MISSING FROM ALUMINIZED GLOVES.
-_____ PAIRS OF TROUSERS LACKED SUSPENDERS.
-SUITS LACKED SHIP'S NAME AND HULL NUMBER STENCILED TO THE INSIDE.
-ADEQUATE STOWAGE SPACE WAS NOT PROVIDED.
PROXIMITY SUIT BOOTS HAD THE FOLLOWING DEFICIENCIES:
-CRACKED,WORN.
-INCORRECT TYPE (NOT STEEL TOE AND SHANK TYPE).
-LACKED A SUFFICIENT QUANTITY SERVICEABLE BOOTS.
PROXIMITY SUIT HOODS HAD THE FOLLOWING DISCREPANCIES:
-___ OF ___ REQUIRED PROXIMITY SUITS WERE MISSING.
-___ OF ___ HOODS LACKED HELMETS.
-____ OF _____ HOOD GOLD REFLECTORIZED FACE SHIELDS WERE MISSING OR SCRATCHED EXCESSIVELY.
-ALUMINIZED COVERING WAS PEELED/TORN ON ______ HOODS.
-SPARE GOLD REFLECTORIZED FACE SHIELDS WERE NOT ONBOARD.
-HOODS WERE NOT STENCILED ON THE INSIDE WITH THE SHIP'S NAME AND HULL NUMBER.
-ADEQUATE STOWAGE WAS NOT PROVIDED.

NAVAIR 00-80R-14
PMS
(AEL) 2-830024025
AVIAFACBUL-1 SERIES

FAC, AVIATION OFFICE:
Loc :SEE REMARKS
CSMP Name: AVIATION OFFICE:

AVIATION OFFICE HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ (WHITE/RED) OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.
-LAGGING AT:
_________________, WAS DETERIORATED/TORN/CRUSHED/MISSING.
-LAGGING AT:
_________________, WAS IN A HIGH WEAR/USE AREA AND REQUIRED PROTECTIVE STAINLESS STEEL FLASHING.
-COMPARTMENT VENTILATION WAS DEGRADED/INOP.
-SYSTEM HAD INSUFFICENT/NEGLIGIBLE VOLUME/FLOW.
-SUPPLY/EXHAUST SCREENS/GRATES WERE DIRTY/CLOGGED/MISSING.
-OVERHEAD COOLING UNIT WAS DEGRADED/INOP.
-DUCTWORK WAS DAMAGED/MISSING.

-MOTOR/BLOWER WAS NOISY.
-INTAKE/EXHAUST GRATES AND THE UNIT'S FILTER WERE DIRTY/CLOGGED.
-DRAIN PAN/LINE LEAKED, DRAIN LINE WAS CLOGGED.
-COOLING UNIT AND ITS CHILLED WATER SUPPLY LINE HAD DETERIORATED/TORN/INSUFFICIENT/MISSING LAGGING; DRIPPED CONDENSATION ON THE DECK/ONTO ELECTRONIC EQUIPMENT.
-HELO OFFICE LACKED TWO SERVICEABLE DESKS, TWO BOOK RACKS, AND TWO SERVICEABLE FILE CABINETS, REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B.
-ELECTRICAL OUTLETS WERE DAMAGED/INOP.
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.
-DARKEN-SHIP SWITCH WAS INOP.
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES
GSO 588Q
PMS

FAC, AVIATION WORKSHOP:
Loc :SEE REMARKS
CSMP Name: AVIATION WKSHP

HELO/AVIATION WORKSHOP HAD THE FOLLOWING DEFICIENCIES:
-OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.
-WORKBENCH HAD BROKEN/MISSING DRAWERS/DOORS/HANDLES.
-NONSKID DECK WAS WORN/FLAKING.
-VISE WAS NOT INSTALLED/PROVIDED.
-GRINDER WAS NOT INSTALLED.
-VIDMAR/STORAGE CABINETS HAD BROKEN/MISSING DRAWERS/DOORS/HANDLE.
-LP AIR STATION (INCLUDING DRIER/REGULATOR/HOSE) WAS NOT INSTALLED/PROVIDED.
-115 VOLT, 60 HZ ELECTRICAL OUTLETS WERE INOP/NOT INSTALLED/PROVIDED.
-LOCKER FOR STORAGE OF FLAMMABLE MATERIALS WAS NOT INSTALLED/PROVIDED.
-ELECTRONIC WORKBENCH HAD EXPOSED METAL FASTENERS/DRAWER FACES.
-ELECTRONIC WORKBENCH 28 VDC/400 HZ OUTLETS WERE NOT PROVIDED/INOP.
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.
-DARKEN-SHIP SWITCH WAS INOP.
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES
GSO 588Q
PMS

FAC, FLT DCK, DRAINS:
Loc :FLIGHT DECK

CSMP Name: FLT DCK DRAINS:

FLIGHT DECK DRAINAGE HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ DRAINS/DRAIN PIPES WERE CLOGGED/HAD STANDING WATER.
-DRAIN TROUGH WAS RUSTED THROUGH IN _______ PLACES.
-_____ OF _____ DRAIN COVERS/SCREENS/GRATES WERE MISSING/IMPROPERLY SECURED.

FAC, HANGAR, BULKHEAD MARKING:
Loc :HANGAR DECK
CSMP Name: BULKHEAD MARKING

HANGAR BULKHEAD MARKINGS HAD THE FOLLOWING DEFICIENCIES:

NAEC CLASS DRAWINGS

FAC, HANGAR, DRAINS:
Loc :HANGAR DECK
CSMP Name: HNGR DRAINS:

HANGAR DECK DRAINAGE HAD THE FOLLOWING DEFICIENCIES:
-DRAINS WERE CLOGGED/HAD STANDING WATER.
-DRAIN COVERS/SCREENS/GRATES WERE MISSING/IMPROPERLY SECURED.

FAC, HANGAR, FRESHWATER SUPPLY:
Loc :SEE REMARKS
CSMP Name: FRESHWATER SUPPL

AIRCRAFT FRESHWATER WASHDOWN PROVISIONS/FACILITIES HAD THE FOLLOWING DEFICIENCIES:
-FRESHWATER WASH PROVISIONS, REQUIRED FOR CLASS 1 CERTIFICATION WERE NOT PROVIDED.
-INSTALLED FACILITIES WERE INOP AT.
-FACILITIES WERE NOT ACCESSIBLE TO THE LANDING AND HANGAR/PARKING AREA.
-SUFFICIENT LENGTH OF HOSE WAS NOT PROVIDED.
-FACILITIES LACKED STOP CHECK AND VACUUM BREAKER BACK-FLOW PREVENTERS INSTALLED UPSTREAM TO DOWNSTREAM.
-FACILITIES LACKED A HOSE ADAPTOR.
-A HOSE STOWAGE RACK WAS NOT PROVIDED.

-A WARNING PLATE/SIGN WITH 1" RED LETTERS STATING "HOSE SHALL BE DISCONNECTED WHEN NOT IN USE" WAS NOT POSTED.
-WASHDOWN HOSE PROVIDED WAS DETERIORATED.

AVNFACBUL-1 SERIES
GSO 588Q

FAC, HANGAR, GENERAL:
Loc :HANGAR
CSMP Name: HNGR GENERAL:

HELO HANGAR HAD THE FOLLOWING GENERAL MATERIAL DEFICIENCIES
-ELECTRICAL WIRING WAS DETERIORATED/ABRADED/KNICKED/CUT/ BROKEN.
-SUPPLY/EXHAUST VENTILATION SYSTEM WAS INOP/HAD DAMAGED/MISSING DUCT WORK.
-___ OF ___ EXHAUST VENT DUCT SCREENS WERE DIRTY/HOLED/MISSING.
-VENTILATION DUCTS WERE NOT PROPERLY IDENTIFIED.
-___ OF ___ DECK DRAINS CONTAINED DIRT/DEBRIS/WERE CLOGGED.
-___ OF ___ DECK DRAINS LACKED GRATES/SCREENS.
-BULKHEAD/DECK PAINT WAS DETERIORATED/CHIPPED/FLAKING, THIN/PRIMER SHOWED THROUGH THE TOPCOAT.
-LAGGING WAS DETERIORATED/CRUSHED/TORN/MISSING.
-HANGAR WAS DIRTY, DEBRIS AND TRASH WAS FOUND IN CORNERS AND BEHIND EQUIPMENT.
LOOSE OR DISGARDED GEAR/MATERIALS AND EQUIPMENT WAS ADRIFT/ABANDONED THROUGHOUT THE AREA.
-THE FOLLOWING DOORS, HATCHES AND SCUTTLES OPENING ONTO THE AIRCRAFT OPERATING AREA DID NOT HAVE A NOTICE POSTED SIMILAR TO THE FOLLOWING:
"WARNING:
DO NOT OPEN DURING FLIGHT QUARTERS WITHOUT THE PERMISSION OF THE HELO CONTROL OFFICER EXCEPT FOR EMERGENCY EXIT.
THERE IS AN AIRCRAFT OPERATING AREA OUTSIDE THIS HATCH.

PMS
AVNFACBUL-1 SERIES
NSTM/GSO 555 (EXTINGUISHERS)

FAC, HANGAR, HOISTS:
Loc :SEE REMARKS
CSMP Name: HNGR HOISTS:

HELO HANGAR OVERHEAD HOISTS HAD THE FOLLOWING DEFICIENCIES;
-BRIDGE CRANE CARRIAGE FAILED TO TRAVERSE FWD/AFT/ STBD/PORT.
-BRIDGE CRANE/MONORAIL TROLLEY FAILED TO TRAVERSE STBD/PORT/FWD/AFT.
-BRIDGE CRANE/MONORAIL LIFTING HOOK FAILED TO RUN UP/DOWN/(BOTH).

-BRIDGE CRANE RAILS/MONORAIL TRACK LACKED REQUIRED FIXED END STOPS.
-BRIDGE CRANE/MONORAIL TROLLEY MANUAL CHAIN-OPERATED QUICK-ACTING TRACK CLAMPS (BRAKES) FAILED TO ENGAGE/ DISENGAGE, FAILED TO SECURELY HOLD AN UNLOADED HOIST OR BRIDGE CRANE WITH HOIST ON A 30 DEGREE INCLINE, WERE NOT PROVIDED TO SECURE THE CRAN
-HOIST WAS NOT PROPERLY STOWED; CHAINS/TROLLEY WERE NOT PROPERLY SECURED.
-WORKING LOAD, MAX LOAD, AND WEIGHT TEST DATA PLATES/LABELS WERE MISSING.
-OPERATING INSTRUCTIONS WERE NOT POSTED.
-BRIDGE CRANE/MONORAIL LACKED CURRENT WEIGHT TEST DOCUMENTATION.
-LIFTING HOOK WAS DEFORMED/CRACKED.
-LIFTING WIRE WAS CORRODED/KINKED/HAD BROKEN STRANDS.

AVNFACBUL-1 SERIES
GSO 588Q
GSO 573G
PMS

FAC, HANGAR, LP AIR STATION:
Loc :SEE REMARKS
CSMP Name: LP AIR STATION:

LOW PRESSURE (125 PSI), COMPRESSED AIR STATION HAD THE FOLLOWING DEFICIENCIES:
-AN LP AIR STATION REQUIRED FOR CLASS 1 CERTIFICATION WAS NOT PROVIDED.
-LP AIR STATION LOCATED AT:
____________ WAS DISCONNECTED/INOP/ABANDONED.
-LEAKED FROM _____________.
-PIPES WERE LOOSE, HAD BROKEN/MISSING HANGER/SUPPORTS.
REQUIRED COMPONENTS WERE DAMAGED/MISSING:
-AIR DRIER, PRESSURE REGULATOR, HOSE OUTLET VALVE, SUFFICIENT LENGTH OF 3/8 INCH HOSE, ADAPTERS.
-HOSE PROVIDED WAS NOT RATED FOR 1800 PSI SERVICE.
-PRESSURE GAUGE WAS DAMAGED/MISSING.

AVNFACBUL-1 SERIES
GSO 588Q
GSO 551 (COMPRESSED AIR SYSTEMS)
GSO 552 (COMPRESSED GAS SYSTEMS)
GSO 505 (PIPING, GEN'L REQ'MNTS)
MIL-STD 1399/106
PMS

FAC, HANGAR, NITROGEN H-60:
Loc :SEE REMARKS
CSMP Name: NITROGEN H-60:

COMPRESSED NITROGEN SERVICE FACILITIES HAD THE FOLLOWING DEFICIENCIES:
- THE MINIMUM TWO (2) NITROGEN CYLINDERS REQUIRED FOR CLASS 1 CERTIFICATION OF H-1/2/3/46/53/65 WERE NOT PROVIDED.
- THE MINIMUM THREE (3) TOTAL NITROGEN CYLINDERS REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B WERE NOT PROVIDED.
- THE MINIMUM OF EIGHT (8) TOTAL NITROGEN CYLINDERS REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B, (IN THE EVENT THAT AN INSTALLED 1250 PSI COMPRESSED AIR OR NITROGEN SYSTEM IS NOT PROVIDED) WERE NOT PROVIDED.
- STOWAGE SPACE AND SECURING PROVISIONS FOR THE NITROGEN SERVICING HAND TRUCK (A/M 34 M-2), REQUIRED FOR CLASS 1 CERTIFICATION IN OR NEAR THE HANGAR WAS NOT PROVIDED.
- A 120 PSI COMPRESSED AIR SYSTEM/STATION REQUIRED TO SUPPORT THE NITROGEN SERVICING HAND TRUCK (A/M 34 M-2) WAS NOT PROVIDED.

AVIAFACBUL-1 SERIES
AEL 2-830024025
GSO 588Q
NAEC AWS-91-859 (ACS AVIAFAC CERT REPORT)
OPNAVINST 5100.19 SERIES

FAC, HANGAR, PORTABLE FIRE EXT:
Loc :SEE REMARKS
CSMP Name: PORTABLE FIRE EX

PORTABLE FIRE EXTINGUISHERS HAD THE FOLLOWING DEFICIENCIES:
-LACKED ONE 15 LB CO2 AND ONE 18 LB PKP EXTINGUISHER FOR EACH FOAM OUTLET STATION SERVING LANDING, VERTREP/EXTERNAL LIFT, AND HIFR AREAS.
-LACKED TWO 15 LB CO2 AND TWO 18 LB PKP EXTINGUISHERS OUNTED FOR EACH HANGAR/PARKING AREA.
-LANDING AREA CO2 EXTINGUISHERS LACKED PERMANENTLY FITTED 5 FT INSULATED EXTENSION PIPES.
-WEATHER DECK EXTINGUISHERS HAD TAGS ATTACHED, CREATING A FOD HAZARD TO AIRCRAFT AND PERSONNEL.

AVNFACBUL-1 SERIES
(AEL) 2-830024025
NAVAIR 00-80R-14
NAVAIR 00-80R-19

FAC, HCO, EQUIPMENT:
Loc :HELO CONTROL STATION
CSMP Name: HCO EQUIPMENT:

HELICOPTER CONTROL STATION HAD THE FOLLOWING EQUIPMENT DEFICIENCIES:
-RELATIVE WIND DIRECTION AND SPEED REPEATER HAD ONE OR MORE

INOPERATIVE INTERNAL RED LAMPS/RHEOSTAT CONTROL KNOB WAS BROKEN/MISSING/INOP.
-SHIP'S COURSE GYRO REPEATER HAD ONE OR MORE INOPERATIVE INTERNAL RED LAMPS/RHEOSTAT KNOB WAS BROKEN/MISSING/INOP.
-SHIP'S SPEED REPEATER HAD ONE OR MORE INOP INTERNAL RED LAMPS/RHEOSTAT KNOB WAS BROKEN/MISSING/INOP.
-SHIP'S PITCH/ROLL GYRO REPEATER HAD ONE OR MORE INOP INTERNAL RED LAMPS/RHEOSTAT KNOB WAS BROKEN/MISSING/INOP.
-STATUS BOARD INTERNAL RED/WITE LIGHT WAS INOP.
-5MC WAS INOP.
-MICROPHONE WAS MISSING.
-21MC WAS INOP/NOT INSTALLED.
-INTERNAL LIGHTS WERE INOP.
-SOUND POWERED PHONE CIRCUITS WERE INOP.
-CRASH ALARM WAS INOP.
-TELEPHONE/IVCS WAS INOP.

AVNFACBUL-1 SERIES
GSO 588N (ACFT HDLG, HELO CONTROL STATION)
GSO 432 (TELEPHONE SYSTEMS)
GSO 433 (AMPLIFIED VOICE COMMS)
GSO 512 (HVAC)

FAC, HCO, GENERAL:
Loc :HELO CONTROL STATION
CSMP Name: HCO GENERAL:

HELICOPTER CONTROL STATION HAD THE FOLLOWING GENERAL MATERIAL DEFICIENCIES:
-OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.
-WHITE/RED MINI-SPOTS WERE INOP.
-COMPARTMENT VENTILATION WAS DEGRADED/INOP.
-SYSTEM HAD INSUFFICIENT/NEGLIGIBLE VOLUME/FLOW.
-DUCTWORK WAS DAMAGED/ MISSING.
-SUPPLY/EXHAUST SCREEN/GRATES WERE DIRTY/CLOGGED/MISSING.
-OVERHEAD COOLING UNIT WAS DEGRADED/INOP.
-UNIT HAD INSUFFICIENT/NEGLIGIBLE VOLUME/FLOW.
-MOTOR/BLOWER WAS NOISY.
-COOLING UNIT AND ITS CHILLED WATER SUPPLY LINES HAD DETERIORATED/TORN/INSUFFICIENT/MISSING LAGGING; DRIPPED CONDENSATION ON THE DECK/ONTO ELECTRONIC EQUIPMENT.
-LAGGING WAS DETERIORATED/CRUSHED/TORN/MISSING.
-DESK/WRITING SURFACE WAS FLIMSY/BROKEN.
-HINGES WERE LOOSE/BROKEN.
-DESK/WRITING SURFACE LIGHT WAS BROKEN/INOP.
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.
-DARKEN-SHIP SWITCH WAS BROKEN/INOP/MISSING.
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES
GSO 512 (VENTILATION)
GSO 514 (AIR CONDITIONING)

FAC, HCO, VERTREP UHF JBOX:
Loc :SEE REMARKS
CSMP Name: VERTREP UHF JBOX

UHF JUNCTION/CONTROL BOX FOR THE FWD/AFT VERTREP AREA HAD THE FOLLOWING DISCREPANCIES:
-UHF JUNCTION BOX WAS INOP.
-JUNCTION BOX HOUSING/BRACKET WAS CORRODED/DAMAGED.
-JUNCTION BOX HEADSET CONNECTION WAS DETERIORATED/CORRODED.
-PROTECTIVE CAP WAS MISSING/SEIZED.
-VOLUME CONTROL WAS INOP/SEIZED.
-JUNCTION BOX LACKED A HEADSET.
-DOOR LATCH WAS BENT/BROKEN/SEIZED.
-CONTROL BOX LACKED A HANDSET.

AVNFACBUL-1 SERIES
PMS

FAC, HCO, WINDOWS/WIPERS:
Loc :HELO CONTROL STATION
CSMP Name: WINDOWS/WIPERS:

HELICOPTER CONTROL STATION WINDOWS HAD THE FOLLOWING DEFICIENCIES:
-INSTALLED WINDOWS WERE NOT MADE OF MILSPEC GLASS.
-WINDOWS WERE SCRATCHED/CRAZED/CRACKED/LEAKED/HAD OVERSPRAY/SPOTS OF PAINT.
-WINDOW WIPERS WERE INOP/SPEED CONTROL FUNCTION WAS INOP.
-WIPER MOTORS WERE NOISY, MOTOR/GEARS WERE GRINDING.
-WIPERS HAD DETERIORATED/BENT/CORRODED/MISSING ARMS/BLADES.
-WIPER BLADES DID NOT CONTACT WINDOW GLASS.
-WIPERS REQUIRED SWEEP ADJUSTMENT.
-WIPERS STRUCK WINDOW FRAME OR ONLY MADE A PARTIAL STROKE.
-WIPERS HAD INOP PARK FUNCTION.
-WIPER ARM HEATERS WERE INOP/DISCONNECTED/ABANDONED.
-WINDOW WASHER CONTROL SOLENOIDS FAILED TO OPEN/CLOSE WHEN ACTIVATED/DEACTIVATED.
-WINDOW WASHER SYSTEM PIPING WAS DETERIORATED/LOOSE.

GSO 532/588/625
AVNFACBUL-1 SERIES
PMS

FAC, NETS, GENERAL CONSTRUCTION:
Loc :FLIGHT DECK
CSMP Name: NETS GEN CONSTRU

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING GENERAL CONSTRUCTION DEFICIENCIES:

-GAPS BETWEEN NET FRAMES AND ADJACENT NET FRAME/SHIPS STRUCTURE ALONG A STRAIGHT DECK EDGE EXCEEDED FIVE (5) INCHES WHEN THE NETS WERE IN THE RAISED OR LOWERED POSITIONS.

-GAPS BETWEEN NET FRAMES AND ADJACENT NET FRAME/SHIPS STRUCTURE ALONG A CURVED DECK EDGE EXCEEDED FIVE (5) INCHES BETWEEN ADJACENT FRAMES AT THE DECK EDGE AND/OR EIGHT (8) INCHES AT THE OUTBOARD EDGE OF THE NET FRAMES WHEN THE NETS WERE IN THE LO

-FILLER PIPES WERE NOT INSTALLED BETWEEN THE BOTTOM EDGE OF THE SAFETY NET FRAME AND THE SHIP'S HULL/DECK EDGE, CONSEQUENTLY, GAPS BETWEEN THE NET FRAME AND SHIP'S HULL EXCEEDED FIVE (5) INCHES.

-NON-CORROSION RESISTANT STEEL NET FRAMES (USED IN CONJUNCTION WITH CRES NET WEBBING) WERE NOT TREATED WITH METAL-SPRAYED ALUMINUM AND WERE NOT SEALED USING A LOW TEMPERATURE SEALANT.

-LIFELINES/LIFERAILS/BULWARKS/SAFETY NETS FAILED TO EXTEND A MINIMUM OF 36 INCHES ABOVE DECK LEVEL.

WHERE SAFETY NETS WERE INSTALLED ADJACENT TO BULWARKS, LIFELINES OR LIFERAILS:

(A) SAFETY NETS FAILED TO OVERLAP THE AREA PROTECTED BY BULWARK, LIFELINE, OR LIFERAIL BY THREE (3) FEET, OR (B) THE VERTICAL SPACE BETWEEN THE END OF THE LOWERED SAFETY NET AND THE BULWARK, LIFELINE, OR LIFERAIL LACKED AN END FILLER NET.

-SAFETY NETS WERE NOT GROUNDED IAW MIL-STD-1310, _____ OF _____ GROUNDING STRAPS WERE BROKEN/MISSING.

AVNFACBUL-1 SERIES
NAVSEA DWG 803-5184097 REV B
NAVSEA DWG 803-5000902 REV B
NSTM 613
GSO 612
MIL-STD-1310 (GROUNDING)

FAC, NETS, HARDWARE/ATTACHMENT:
Loc :FLIGHT DECK
CSMP Name: NET HRDWARE

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING ATTACHMENT/HARDWARE DEFICIENCIES:

-_____ NET FRAME PENDANT'S (CABLES) WERE KINKED/COCKLED/ HAD BROKEN STRANDS.

-_____ OF _____ NET FRAME PENDANT SETS/PAIRS FAILED TO SHARE THE NET FRAME LOAD.

-SHACKLES WERE INCORRECT TYPE/SIZE.

-NAVSEA SAFETY NET DRAWINGS REQUIRE 5/8 INCH DIAMETER CRES SHACKLES.

-NET FRAME ATTACHING HARDWARE (PENDANT CABLES, THIMBLES, SWAGE FITTINGS, TURNBUCKLES, QUICK-RELEASE FITTINGS, SHACKLES, WASHERS, NUTS/BOLTS), WERE NOT CRES MATERIAL OR

WERE THE WRONG GRADE CRES MATERIAL REQUIRED BY CURRENT NAVSEA DRAWINGS AND WER
-SHACKLES WERE IMPROPERLY SECURED.
-SHACKLES LACKED LOCKNUTS/PROPERLY INSTALLED COTTER KEYS/OR (FOR SCREW PIN TYPE SHACKLES) WERE NOT SEIZED OR WERE SEIZED IMPROPERLY.
-NET FRAME HINGE ASSEMBLY BOLTS WERE IMPROPERLY SECURED.
-HINGE BOLTS LACKED LOCKNUTS AND/OR NUTS AND PROPERLY INSTALLED COTTER KEYS.
SAFETY NETS COULD NOT BE SECURED IN THE VERTICAL/RAISED POSITION:
A. LATCH ASSEMBLY PAWS WERE MISSING/DEFORMED.
B. LATCH STAPLES WERE MISSING DEFORMED.
C. NET FRAMES WERE MISALIGNED/DEFORMED.
D. LATCH TOGGLE PINS WERE MISSING/BENT.
-A QUICK RELEASE HOOK WAS NOT PROVIDED WHERE THE CAPABILITY TO DROP HINGED NETS BELOW THE OUTBOARD POSITION WAS REQUIRED.
-NET FRAME STABILIZER ASSEMBLIES WERE NOT PROVIDED FOR NET FRAMES WITH NYLON WEBBING.
(STABILIZER ASSEMBLIES ARE REQUIRED TO MAINTAIN NET FRAMES IN THE LOWERED POSITION AND AVOID SUDDEN RISE OF THE FRAMES DURING FLIGHT OPERATIONS.

AVNFACBUL-1 SERIES
NAVSEA DWG 803-5184097 REV B
NAVSEA DWG 803-5000902 REV B
NSTM 613
GSO 612
MIL-STD-1310 (GROUNDING)

FAC, NETS, WEBBING/MARGIN/LASHING:
Loc :FLIGHT DECK
CSMP Name: NET WEBBING/MARG

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING WEBBING, MARGIN AND/OR LASHING ROPE DEFICIENCIES:
-NYLON NET WEBBING LACKED THE PROPER LEVEL/DEGREE OF SAG UNDER ITS OWN WEIGHT.
-NYLON NET WEBBING FAILED TO SAG BETWEEN A MINIMUM FIVE (5) INCHES AND A MAXIMUM OF SEVEN AND A HALF (7.5) INCHES.
-CRES NET WEBBING WAS TOO TAUGHT.
-CRES NET WEBBING WAS NOT SIZED TWO (2) INCHES LARGER THAN THE NET FRAME IN LENGTH AND WIDTH TO AFFORD THE PROPER AMOUNT OF SAG FROM ITS OWN WEIGHT WHEN PROPERLY/SECURELY LASHED TO THE FRAME.
-NYLON NET WEBBING WAS IMPROPERLY LASHED.
-THE GAP BETWEEN THE WEBBING'S MARGIN ROPE AND NET FRAME EXCEEDED 2 1/2 INCHES FOLLOWING LOAD TESTING, AND/OR THE LASHING ROPE WAS NOT PROPERLY SECURED/ENDED.
-CRES/NYLON FILLER NET WEBBING WAS IMPROPERLY LASHED.
-THE LASHING ROPE WAS LOOSE/SLACK.
-SLACK MEASURED BETWEEN THE FILLER NET'S MARGIN ROPE AND THE CLOSEST POINT OF THE FRAME EXCEEDED 1 INCH.

-NYLON SAFETY NET WEBBING LACKED A SEVEN (7) INCH REINFORCEMENT STRIP (CHAFING STRIP) INSTALLED/SEWN ONTO THE NET WEBBING STRIPS IN WAY OF THE DECK EDGE; EXTENDING FROM 3 1/2 INCHES BELOW TO 3 1/2 INCHES ABOVE THE DECK EDGE WHEN THE NET IS IN THE
-ANTI-CHAFING BARS ALONG THE DECK EDGE WERE NOT PROVIDED; RESULTED IN RAPID DETERIORATION/WEAR OF NYLON AND/OR CRES NET WEBBING AGAINST THE DECK EDGE.
-NYLON NET WEBBING MARGIN ROPES WERE NOT 5/8 INCH, 3-STRAND, NYLON MATERIAL.
-NYLON NET WEBBING LASHING ROPES WERE NOT 3/8 INCH, 3-STRAND, NYLON MATERIAL.
-CRES NET WEBBING MARGIN ROPES WERE NOT 5/16 INCH DIAMETER WIRE ROPE MATERIAL.
-CRES NET WEBBING LASHING ROPES WERE NOT 3/16 INCH DIAMETER WIRE ROPE MATERIAL.

AVNFACBUL-1 SERIES
NAVSEA DWG 803-5184097 REV B
NAVSEA DWG 803-5000902 REV B
NSTM 613
GSO 612
MIL-STD-1310 (GROUNDING)

FAC, NETS, WEIGHT TEST:
Loc :FLIGHT DECK
CSMP Name: NET WEIGHT TEST:

FLIGHT DECK SAFETY NETS WERE OVERDUE FOR REQUIRED WEIGHT/LOAD TESTING (3 YRS CRES/1 YR NYLON).
LOAD TEST DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 SERIES

FAC, NONSKID, AFT VERTREP:
Loc :SEE REMARKS
CSMP Name: NNSKD AFT VERTRE

AFT VERTREP DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:
-HAD WORN/REDUCED PROFILE.
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.
-WAS CHIPPED/DELAMINATED/FLAKING.
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631
GSO 634/631

FAC, NONSKID, FLIGHT DECK:
Loc :SEE REMARKS
CSMP Name: NNSKD FLIGHT DEC

FLIGHT DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:
-HAD WORN/REDUCED PROFILE.
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.
-WAS CHIPPED/DELAMINATED/FLAKING.
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631
GSO 634/631

FAC, NONSKID, FWD VERTREP:
Loc :SEE REMARKS
CSMP Name: NNSKD FWD VERTRE

FWD VERTREP DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:
-HAD WORN/REDUCED PROFILE.
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.
-WAS CHIPPED/DELAMINATED/FLAKING.
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631
GSO 634/631

FAC, NONSKID, HANGAR DECK:
Loc :SEE REMARKS
CSMP Name: NNSKD HANGAR DEC

HANGAR DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:

-HAD WORN/REDUCED PROFILE.
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.
-WAS CHIPPED/DELAMINATED/FLAKING.
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631
GSO 634/631

FAC, TIE-DOWNS, FLT DCK CLOVERLEAF:
Loc :FLIGHT/HANGAR DECK
CSMP Name: FLT DCK CLOVERLE

FLIGHT/HANGAR DECK CLOVERLEAF TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-PULL TEST DATA/DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 (SERIES)
GSO 588Q & 588U
PMS MIP-H 318

FAC, TIE-DOWNS, HANGAR CLOVERLEAF:
Loc :FLIGHT/HANGAR DECK
CSMP Name: HANGAR CLOVERLEA

FLIGHT/HANGAR DECK CLOVERLEAF TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-PULL TEST DATA/DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 (SERIES)
GSO 588Q & 588U
PMS MIP-H 318

FAC, TIEDOWNS, FLT DCK CROSS-BAR:
Loc :FLIGHT/HANGAR DECK
CSMP Name: FLT DCK CROSS-BA

FLIGHT/HANGAR DECK CROSS-BAR TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-TIE-DOWNS FAILED THE GO/NO-GO TEST; HAD DETERIORATED TO LESS THAN THE MINIMUM ACCEPTABLE (GO/NO-GO) DIAMETER OF 7/16 INCH.
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-BIMETALLIC CORROSION WAS EVIDENT AROUND STEEL TIE-DOWN FITTINGS IN THE ALUMINUM FLIGHT DECK.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-FLIGHT/HANGAR DECK TIE-DOWN FITTINGS LACKED PULL TEST DATA.

AVNFACBUL-1 SERIES
GSO 588Q & 588U
PMS MIP-H 318
NAVSEA DRAWING 805-1916300
NAVSEA DRAWING 803-5959209

FAC, TIEDOWNS, HANGAR CROSS-BAR:
Loc :FLIGHT/HANGAR DECK
CSMP Name: HANGAR CROSS-BAR

FLIGHT/HANGAR DECK CROSS-BAR TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:
-TIE-DOWNS FAILED THE GO/NO-GO TEST; HAD DETERIORATED TO LESS THAN THE MINIMUM ACCEPTABLE (GO/NO-GO) DIAMETER OF 7/16 INCH.
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.
-BIMETALLIC CORROSION WAS EVIDENT AROUND STEEL TIE-DOWN FITTINGS IN THE ALUMINUM FLIGHT DECK.
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.
-FLIGHT/HANGAR DECK TIE-DOWN FITTINGS LACKED PULL TEST DATA.

AVNFACBUL-1 SERIES
GSO 588Q & 588U
PMS MIP-H 318
NAVSEA DRAWING 805-1916300
NAVSEA DRAWING 803-5959209

JP5, FLT DK STATION, CLA VAL:
Loc :SEE REMARKS
CSMP Name: JP-5 CLA VAL:

JP5 FUEL STATION CLA-VAL FUEL-DEFUEL VALVE ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:
-FUEL-DEFUEL VALVE WAS INOP IN THE AUTOMATIC MODE.
-FUEL-DEFUEL VALVE WAS INOP DUE TO LACK OF CONTINUITY THRU THE FUELING HOSE.
-SOLENOID VALVE WAS INOP.
-MANUAL OVERIDE KNOB/SWITCH WAS INOP.
-FLOW CONTROL/PRESSURE REDUCING/PRESSURE RELIEF VALVE DIAPHRAGM WAS RUPTURED.
-FUEL LEAKED FROM THE VALVES WEEP HOLE.
-EXCESSIVE PAINT HAD CLOGGED WEEP HOLES ON THE FUEL-DEFUEL VALVE ASSEMBLY'S SMALL CONTROL/PILOT VALVES.
-PRESSURE REDUCING/RELIEF VALVES LEAKED/WAS INOP.
-LEAKED.
-FUELING STATION DEFUEL PUMP WAS INOP.

NSTM 542
GSO 542
AVNFACBUL-1 (SERIES)

JP5, FLT DK STATION, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 GENERAL:

FLIGHT DECK JP5 HELO REFUELING STATION HAD THE FOLLOWING DEFICIENCIES:
-FUEL PIT DRAINS WERE CLOGGED.
-FUEL STATION VALVES/PIPES WERE DAMAGED/BENT/RUSTED/LEAKED NOT COLOR-CODED/LACKED DIRECTIONAL ARROWS.
EMERGENCY STOP SWITCH WAS:
-NOT INSTALLED/INOP/NOT LABELED/ NOT COLOR-CODED/INCONVIENIENTLY LOCATED.
-STATION FUEL PRESSURE GAUGE WAS NOT INSTALLED/INOP/OUT OF CALIBRATION/LEAKED/RUSTED.
-LACKED ADEQUATE VENTILATION.
-4JG SOUND-POWERED PHONE LINE TO JP5 PUMP ROOM WAS NOT INSTALLED/INOP.
-SYSTEM OPERATING INSTRUCTIONS/CAUTION SIGNS WERE NOT POSTED.
-AIRCRAFT FUELING STATION LACKED THE REQUIRED SIGN STATING: "RECIRCULATE FOR 2 MINUTES PRIOR TO AIRCRAFT REFUELING".

NSTM 542
GSO 542
AVNFACBUL-1 SERIES
PMS MIP 5420/006-45

JP5, FLT DK STATION, HOSES:
Loc :SEE REMARKS

CSMP Name: JP-5 HOSES:

JP5 HOSES AT FLIGHT DECK HELO REFUELING STATION HAD THE FOLLOWING DEFICIENCIES:
-WERE DETERIORATED/CRACKED/WORN/CRUSHED/LACKED ELECTRICAL CONTINUITY/INCORRECT TYPE/LACKED HYDROSTATIC TEST DATA.
-FUEL STATION HOSE REEL ASSEMBLY WAS CORRODED/WOULD NOT ROTATE FREELY/WAS BENT/LEAKED AT THE COUPLING/LACKED ELECTRICAL CONTINUITY.
-FUEL STATION HOSE REEL LOCKING DEVICE WAS INOP/MISSING.
-FUEL STATION HOSE ROLLERS WERE CORRODED/SEIZED.

NSTM 542
GSO 542
AVNFACBUL-1 SERIES
PMS MIP 5420/006-45

JP5, FLT DK STATION, NOZZLES:
Loc :SEE REMARKS
CSMP Name: JP-5 NOZZLES:

THE AIRCRAFT FUELING STATION NOZZLE(S) HAD THE FOLLOWING DEFICIENCIES:
-MD-3 GRAVITY FUELING NOZZLE:
-LEAKED/WAS NOT ONBOARD/ LACKED ELECTRICAL CONTINUITY/LACKED SERVICABLE STRAINER/MISSING GROUNDING DEVICE/MISSING DUST CAP.
-D-1/D-1R PRESSURE FUELING NOZZLE:
-LEAKED/WAS NOT ONBOARD/ LACKED ELECTRICAL CONTINUITY/LACKED SERVICABLE STRAINER/STRAINER CONTAINED SEDIMENT/LACKED A GAMMON FITTING/MISSING GROUNDING DEVICE/MISSING DUST CAP.
-CLOSED-CIRCUIT REFUELING (CCR) NOZZLE:
LEAKED/WAS NOT ONBOARD/LACKED ELECTRICAL CONTINUITY/LACKED SERVICEABLE STRAINER/STRAINER CONTAINED SEDIMENT/MISSING GROUNDING ASSEMBLY/MISSING DUST CAPS.

NSTM 432/507/542
GSO 432/507/542
AVNFACBUL-1 (SERIES)

JP5, LAB, FUEL QUALITY:
Loc :SEE REMARKS
CSMP Name: FUEL QUALITY:

JP-5 AVIATION FUEL QUALITY/PURITY TEST RESULTS EXCEEDED THE MAXIMUM ALLOWABLE LIMITS FOR SEDIMENT/FREE WATER AS SPECIFIED IN NAVAIRINST 10340.
3 SERIES IN SAMPLES OBTAINED FROM THE FOLLOWING LOCATIONS:
-NR ___ AFS NOZZLE; RESULTS:

-NR ___ PURIFIER; RESULTS:
-NR ___ FILTER/SEPARATOR; RESULTS:

NSTM 542/541
GSO 542/541
NAVAIRINST 10340.3 (SERIES)

JP5, LAB, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 LAB GENERAL

THE AVIATION FUEL QUALITY LAB HAD THE FOLLOWING DEFICIENCIES:
-LACKED A SINK WITH HOT AND COLD RUNNING WATER.
-LACKED VAPORPROOF LIGHTING.
-LACKED ADEQUATE VENTILATION.
-NO SMOKING SIGNS WERE NOT INSTALLED.
-A TEST BENCH FOR MK-I AND MK-III FUEL ANALYZERS WAS NOT PROVIDED.
-A BOTTLE DRYING RACK WAS NOT ONBOARD.

NSTM 542/665
GSO 542/588

JP5, LAB, TEST EQUIP COND:
Loc :SEE REMARKS
CSMP Name: JP-5 TEST EQUIP

THE FUEL QUALITY TEST EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:
-THE COMBINED CONTAMINATED FUEL DETECTOR (CCFD)/MK-III, OR CONTAMINATED FUEL DETECTOR (CFD) FUEL TEST KIT HAD THE FOLLOWING DEFICIENCIES:
-WAS NOT ONBOARD/WAS INOP.
-VACUUM PUMP WAS NOT OPERATING PROPERLY/WAS INOP.
-PHOTOCELL WAS INOP.
-MILLIAMMETER WAS INOP.
-CALIBRATION WRATTEN FILTERS WERE NOT ONBOARD.
-CALIBRATION WRATTEN FILTERS WERE UNUSABLE/DAMAGED/TORN/NOT STAMPED WITH A CONTAMINATE VALUE.
-TEST KIT WAS NOT CALIBRATED:
-CALIBRATION CURVE WAS OUT OF DATE (REQUIRED EVERY 3 MONTHS) OR NOT PROVIDED.
-MEASURING EQUIPMENT MILLIAMMETER FLUCTUATED/DRIFTED AND COULD NOT BE STABILIZED.
-TEST KIT WAS NOT PERMANENTLY AFFIXED/MOUNTED.
-TEST KIT WAS NOT MARKED "FOR JP-5 USE ONLY".
- THE FREE WATER DETECTOR (FWD) CONTAINED IN THE COMBINED CONTAMINATED FUEL DETECTOR OR MK-I/MK-II STAND ALONE FREE WATER DETECTOR HAD THE FOLLOWING DEFICIENCIES:
- WAS NOT ONBOARD.

- WAS INOP.
- COLOR STANDARDS WERE OVERDUE FOR RENEWAL/REPLACEMENT (REQUIRED EVERY 6 MONTHS).
- DATE COLOR STANDARDS CHANGED NOT ANNOTATED IN FUEL LOGS AND STANDARD NOT MARKED WITH DATE OF INSTALLATION.
- ULTRAVIOLET FLUORESCENT LIGHT WAS INOP.
- B/2 TEST KIT FOR FUEL SYSTEM ICING INHIBITOR (FSII) CONTENT WAS NOT ONBOARD.

THE FOLLOWING TEST EQUIPMENT WAS NOT PROVIDED IN THE AVIATION-FUELS LAB:
-FREE WATER DETECTOR - MK I, OR MK II.
-SOLID CONTAMINATION DETECTOR MK III.
-OR EQUIVALENT COMBINED CONTAMINATED FUEL DETECTOR (CCFD).
-B/2 FUEL SYSTEM ICING INHIBITOR (FSII) TEST KIT.
-FLASH POINT TESTER.
-SAMPLE BOTTLES AND SHIPPING CONTAINERS.
-SAFETY CAN.
-SPECIFIC GRAVITY TEST EQUIPMENT.
-THERMOMETER.

NSTM 542
GSO 542
AEL 2-830024025 (01-08-97)
NSTM 665

JP5, PUMPROOM, AFT, GENERAL:
Loc :SEE REMARKS
CSMP Name: JP-5 GENERAL

JP5 PUMPROOM HAD THE FOLLOWING GENERAL DEFICIENCIES:
-EXHAUST VENT WERE NOT LOCATED WITHIN 9 INCHES OF THE DECK.
-EXHAUST VENT SCREENS WERE RUSTED,DIRTY.
-SYSTEM DIAGRAMMATIC WAS NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
-SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
-BILGES WERE CORRODED/CONTAINED DIRT, DEBRIS, LIQUIDS.
-BILGE EDUCTOR WAS INOP/NOT INSTALLED/MISSING STRAINER.
-BILGE HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.
-DECK PLATES/GRATE WERE CORRODED/LOOSE/MISSING SCREWS/MISSING SECTIONS OF GRATE/PLATE.
-LOW POINT DRAINS WERE CLOGGED/DIRTY.
-THE FOLLOWING REMOTE OPERATED VALVE INDICATOR LIGHTS WERE INOP:
-UNAUTHORIZED VALVE HANDLE LOCKING DEVICES WERE IN USE.
-PRESSURIZED FLANGES WERE NOT WRAPPED WITH 3 LAYERS OF ALUMINIZED CLOTH.
-LIGHTING WAS INOP.
-SHIP SERVICE TELEPHONES INSTALLED IN THE JP5 PUMPROOM WERE NOT AUDIBLE ABOVE NORMAL MACHINERY NOISES.
-A SOUNDPROOF ENCLOSURE WITH AN AUDIBLE HORN OR KLAXON WAS NOT INSTALLED.

THE FIRE FIGHTING SYSTEM HAD THE FOLLOWING DEFICIENCIES:

-LACKED AN OVERHEAD SPRINKLER SYSTEM.
-LACKED A BILGE SPRINKLER SYSTEM.
-LACKED AN AFFF SPRINKLER SYSTEM.
-LACKED A HALON 1301 FIXED FLOODING SYSTEM.
-LACKED ONE REQUIRED 15LB CO2 FIRE EXTINGUISHER.
-LACKED ONE REQUIRED 18LB PKP FIRE EXTINGUISHER.
EMERGENCY LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-WAS INOP/NOT INSTALLED.
-HAD DEFECTIVE RELAYS.

AVNFACBUL-1 (SERIES)
NSTM/GSO 542 (FUEL SYSTEMS)
NSTM/GSO 612 (SAFETY NETS)
NSTM/GSO 555 (EXTINGUISHERS)
NSTM/GSO 512 (EXHAUST)
NSTM/GSO 505 (LOCKS/FLANGES)
NSTM/GSO 507 (VALVE ID)
NSTM/GSO 529 (EDUCTORS)
NSTM/GSO 436 (ALARMS)
NSTM/GSO 622 (DECK GRATING)
NSTM/GSO 512 (VENTILATION)
NSTM/GSO 331 (ILLUMINATION)
NSTM/GSO 624 (SCUTTLE)

JP5, PUMPROOM, AFT, LIMIT TORQUES:
Loc :SEE REMARKS
CSMP Name: JP-5 LIMIT TORQU

THE #___ JP-5 PUMP ROOM FUEL SYSTEM LIMIT TORQUE VALVES HAD
THE FOLLOWING DEFICIENCIES:
-___ OF ___ SOLENOIDS WERE BURNED-OUT.
-___ OF ___ SHAFTS WERE PITTED/CORRODED.
-___ OF ___ COULD NOT BE MANUALLY OPERATED.
-___ OF ___ COULD NOT BE REMOTELY OPERATED.
-___ OF ___ LEAKED.
-___ OF ___ HAD DEFECTIVE WIRING.

JP5, PUMPROOM, AFT, PRESSURE REG VALVE:
Loc :SEE REMARKS
CSMP Name: JP-5 PRESSURE RE

JP5 SERVICE SYSTEM PRESSURE REGULATING (UNLOADER)VALVE HAD
THE FOLLOWING DEFICIENCIES:
-INOP.
-LEAKED.
-SET INCORRECTLY, DID NOT PROVIDE PRESSURE REGULATED FUEL TO
THE FLIGHT DECK AT 55PSI.

NSTM 541/542

GSO 541/542

JP5, PUMPROOM, FILTER/SEPARATOR SYS:
Loc :SEE REMARKS
CSMP Name: FILTER/SEPARATOR

JP5 FILTER SEPARATOR HAD THE FOLLOWING DEFICIENCIES:
-CONTAINMENT PANS WERE DIRTY/RUSTED.
-SUMP CONTAINED WATER, THE FLOAT AND ITS AUTOMATIC DRAIN VALVE AND/OR AUTOMATIC SHUTOFF VALVE WERE INOP.
-FILTER ELEMENTS (SEPARATORY AND/OR COALESCER ELEMENTS) WERE DIRTY/TORN/DETERIORATED/CONTAINED FOREIGN PARTICLES/LACKED RUBBER SEALING GASKETS.
-FILTER ELEMENTS (SEPARATORY AND/OR COALESCER ELEMENTS) WERE OVERDUE FOR SCHEDULED (PMS) REPLACEMENT.
-HYDROPHOBIC SCREEN WAS BENT/DAMAGED/TORN/COULD NOT BE REMOVED.
-DURING SYSTEM OPDEMO PRESSURE OBSERVED ON DIFFERENTIAL PRESSURE GAUGES EXCEEDED THE MAXIMUM PRESSURE ALLOWABLE ACROSS THE SEPARATOR'S FILTER ELEMENTS.
-DRAIN OR TEST CONNECTION FUNNELS WERE NOT LOCATED 12 INCHES BELOW THE DRAIN/TEST CONNECTION TERMINUS.
-INSTALLED (DIFFERENTIAL/OUTLET/INLET) PRESSURE GAUGES WERE INOP/OUT OF CALIBRATION/LACKED CALIBRATION STICKER.
-SIGHT GLASS WAS CRACKED/OBSCURED/LEAKED.
-SIGHT GLASS GUARD WAS MISSING/DID NOT FULLY PROTECT THE SIGHT GLASS.
-FILTER HEADS/COVERS COULD NOT BE LOCKED IN THE OPEN POSITION FOR MAINTENANCE.
-SAFETY/SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED.
-VALVES WERE IMPROPERLY/NOT IDENTIFIED.
-FACILITIES (LIFTING PADEYES, ETC) WERE NOT PROVIDED FOR THE REMOVAL AND LOWERING OF FILTER HEADS/COVERS, OR MANHOLE COVERS, IN ORDER TO FACILITATE FILTER ELEMENT REMOVAL AND REPLACEMENT.
-VENT/SUMP DRAIN LINES LACKED VALVES AND/OR WERE NOT LED VIA A FUNNEL TO THE JP-5 DRAIN/CONTAMINATION TANK.
-LACKED A VALVED TEST CONNECTION, OR THE TEST CONNECTION WAS NOT PROVIDED WITH A FUNNEL DRAIN TO THE JP-5 DRAIN/CONTAMINATION TANK.

NSTM 542
GSO 542
PMS

JP5, PUMPS, AFT, SERVICE/TRANSFER:
Loc :SEE REMARKS
CSMP Name: SERVICE/TRANSFER

JP5 SERVICE/TRANSFER PUMPS HAD THE FOLLOWING MATERIAL DEFICIENCIES:
-PUMPS WERE INOP,LEAKED,NOISY,VIBRATED EXCESSIVELY.
-CONTAINMENT PANS WERE DIRTY,RUSTED,DETERIORATED.
-FUEL PUMPS DRIVESHAFT WAS SCORED/OUT OF ALIGNMENT/LEAKED AT THE SHAFT SEALS.
-FUEL PUMP PRESSURE RELIEF VALVE WAS SET INCORRECTLY,
-FLANGE SHIELDING WAS MISSING,TORN,DETERIORATED.
-PUMP PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY.
-REDLINED/OUT OF CALIBRATION.
-LIFTING EYES AND HOIST PADEYES WERE NOT INSTALLED FOR PUMPS OR MOTORS.
-PUMPS LACKED CAUTION SIGNS STATING: "CAUTION:POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMPS SHALL BE SECURED WHEN NOT IN USE."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-COUPLING GUARD WAS LOOSE.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, AFT, STRIPPING, ELECTRIC:
Loc :SEE REMARKS
CSMP Name: ELECTRIC STRIPPI

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _______.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL: _____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES, EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, PUMPS, AFT, STRIPPING, MANUAL:
Loc :SEE REMARKS
CSMP Name: MANUAL STRIPPING

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/NOISY.
-PUMP LEAKED AT _______.
-A STOP CHECK VALVE WAS NOT INSTALLED.
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL: _____PSI; REQUIRED:_____PSI.
-A COUPLING GUARD WAS NOT INSTALLED.
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT OF CALIBRATION.
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES, EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)
NSTM 542
GSO 542

JP5, SECONDARY, AUX JP5 SYS:
Loc :SEE REMARKS
CSMP Name: AUX JP5 SYS:

THE JP-5 AUXILIARY SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-PUMP WAS INOP/LEAKING.
-HOSE/NOZZLES/REELS WERE NOT INSTALLED.
-4JG COMMUNICATIONS WERE NOT INSTALLED.
-SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED.
-VALVES LEAKED/HANDLES WERE MISSING.
-PIPING WAS NOT COLOR CODED.
-PIPING WAS EXPOSED TO VEHICLE DAMAGE (NO PROTECTIVE GUARDS).

NSTM 507/542
GSO 507/542

JP5, SECONDARY, RECLAMATION SYSTEM:
Loc :SEE REMARKS
CSMP Name: RECLAMATION SYST

JP5 RECLAMATION SYSTEM HAD THE FOLLOWING DEFICIENCIES:

NSTM 505/507/541/542
GSO 505/507/541/542

JP5, SECONDARY, SMALL BOAT:
Loc :SEE REMARKS
CSMP Name: JP-5 SMALL BOAT:

THE PORT/STARBOARD JP-5 SMALL BOAT REFILL STATIONS HAD THE FOLLOWING DEFICIENCIES:
-PIPING/VALVES WERE NOT PROPERLY IDENTIFIED, VALVES LACKED IDENTIFICATION TAG/LABELS, AND/OR PIPING/VALVES WERE NOT PROPERLY COLOR-CODED.
-AN ADEQUATE QUANTITY OF 1 INCH HOSE (MIL-H-370) WAS NOT ONBOARD.
-FUEL NOZZLES (MIL-N-52110) WERE NOT ONBOARD.
-FUELING HOSE AND NOZZLES LACKED PROPER STOWAGE FACILITY (BOAT GEAR LOCKER/HOSE CAMEL).
-PROTECTIVE CAPS WERE NOT PROVIDED/CHAINED TO THE FUEL RISER.
-FUELING STATION LOCATION PRECLUDED FUELING BOATS WHILE STOWED/AFLOAT.
-FUELING STATION LACKED AN OPERABLE 4JG CIRCUIT FOR COMMS WITH THE JP-5 PUMPROOM.

NSTM 541/542
GSO 541/542

JP5, SECONDARY, UNREP STATIONS:
Loc :SEE REMARKS
CSMP Name: UNREP STATIONS:

THE FUELING AT SEA STATIONS HAD THE FOLLOWING DEFICIENCIES:
-WAS/WERE IMPROPERLY COLOR CODED.
-WAS/WERE CORRODED/LACKED PRESERVATION.
-AN INOP/DAMAGED/MISSING PRESSURE GAUGE.
-INOP/WEAK/UNIDENTIFIED SOUND-POWERED PHONES.
-NO ONE-WAY CHECK VALVE INSTALLED.
-NO GATE VALVE INSTALLED.

NSTM 507/542
GSO 507/542

JP5, TANK, AIR ESCAPES:
Loc :SEE REMARKS
CSMP Name: JP-5 AIR ESCAPES

JP5 TANK AIR ESCAPES HAD THE FOLLOWING DEFICIENCIES:
-AIR ESCAPE FLASH SCREENS WERE DETERIORATED/CORRODED/CLOGGED/MISSING.
-AIR ESCAPE CHECK VALVE BALLS WERE CORRODED/CRACKED/SPLIT/MISSING.

-AIR ESCAPES WERE NOT PROPERLY IDENTIFIED, LACKED IDENTIFICATION TAGS/LABELS, AND/OR NOT PROPERLY COLOR-CODED.

NSTM 506/507/541/542
GSO 506/507/541/542

JP5, TANK, COATING/CONDITION:
Loc :SEE REMARKS
CSMP Name: TNK COATING

JP5 FUEL TANKS HAD THE FOLLOWING DEFICIENCIES:
-THE TANK PROTECTIVE COATING WAS DETERIORATED:
-SPOTS/AREAS OF COATING HAD CHIPPED/PEELED/FLAKED OFF.
-SPOTS/AREAS OF RUST HAD BLISTERED/SCALED THROUGH THE TOP COATING.
-BURN MARKS WERE IN THE TANK INTERIOR'S COATING.
-INTERNAL CORROSION HAD PRODUCED SIGNIFICANT STRUCTURAL DAMAGE AND COMPROMISED THE STRUCTURAL INTEGRITY OF THE TANK.
-THE TANK WALLS AND SUPPORT STRUCTURES WERE DIRTY/STAINED.
-THE TANK BOTTOM CONTAINED SEDIMENT/DIRT/GRIT/CHIPS OF TANK COATING/INDUSTRIAL DEBRIS.
-THE TANK BOTTOM/WALLS WERE COVERED WITH MICROBIOLOGICAL GROWTH.
-AN INSUFFICIENT NUMBER OF LIMBER HOLES WERE PROVIDED IN THE HORIZONTAL STRINGERS TO ALLOW FOR PROPER DRAINAGE.

NSTM 541/542
GSO 541/542
AVNFACBUL-1 (SERIES)
PMS

JP5, TANK, COMPONENTS/CONDITION:
Loc :SEE REMARKS
CSMP Name: TNK COMPONENT

JP5 FUEL TANKS HAD THE FOLLOWING DEFICIENCIES:
-FILL LINES DID NOT TERMINATE IN NONVORTEXING BELLMOUTHS AND SPLASH PLATES.
-SOUNDING TUBES LACKED TAKEDOWN JOINTS/STRIKER PLATES/PERFORATIONS THE ENTIRE LENGTH OF THE TUBE.
-TANK COVER AND BOLTS WERE RUSTED.
-TANK COVER GASKET WAS DETERIORATED/MISSING.
-ACCESS LADDER WAS DETERIORATED/CORRODED.
-ACCESS LADDER LACKED SECURING HARDWARE.

NSTM 541/542
GSO 541/542
AVNFACBUL-1 (SERIES)
PMS

JP5, TANK, OVERFLOW BOXES:
Loc :SEE REMARKS
CSMP Name: OVERFLOW BOXES:

JP5 FUEL TANK OVERFLOW CHECK VALVES/BOXES HAD THE FOLLOWING DEFICIENCIES:
-CHECK VALVE FLAPPER WAS FROZEN OPEN/CLOSED.
-CHECK VALVE WAS CORRODED/CLOGGED/CONTAINED DIRT/DEBRIS.
-CHECK VALVE WAS NOT PROPERLY IDENTIFIED, THE VALVE LACKED AN IDENTIFICATION TAG/LABEL, AND/OR NOT PROPERLY COLOR-CODED.
-JP5 FUEL TANK OVERFLOW/OVERBOARD ONE-WAY, NON-RETURN CHECK VALVES WERE NOT SCHEDULED FOR PMS (MIP5420/S-20).

NSTM 506/541/542
GSO 506/541/542

JP5, TANK, SOUNDING TUBES (INTERNAL):
Loc :SEE REMARKS
CSMP Name: SOUNDING TUBES (

THE JP-5 SERVICE/STORAGE/DRAIN-CONTAMINATION TANK (NR ____) SOUNDING TUBES HAD THE FOLLOWING DEFICIENCIES:
-SOUNDING TUBE WAS NOT FITTED WITH A FLOATING BALL CHECK VALVE.
(REQUIRED FOR TERMINATION IN A MAIN OR AUX MACHINERY SPACE CONTAINING BOILERS, INCINERATORS, EMERGENCY DIESEL OR TURBINE DRIVEN GENERATOR, FIRE PUMPS AND SPACES CONTAINING CARPET, ELECTRICAL OR ELECTRONIC EQUIPMENT).
-SOUNDING TUBE CHECK VALVE CAPS WERE NOT PRESSURE RELIEF TYPE (LACKED VENT HOLES).
-SOUNDING TUBE CHECK VALVE CAPS LACKED LANYARDS.
-SOUNDING TUBE LINES WERE NOT PERFORATED THE ENTIRE LENGTH OF THE LINE.
-SOUNDING TUBE LINES LACKED STRIKER PLATES.
-SOUNDING TUBE LINES LACKED A TAKEDOWN JOINT 18" FROM THE TANK BOTTOM.

NSTM 541-9.5
GSO 506D
GSO 542
NSTM 506/542

JP5, TANK, SOUNDING TUBES CAPS:
Loc :SEE REMARKS
CSMP Name: SOUNDING TUBES C

JP5 TANK SOUNDING TUBE CAPS HAD THE FOLLOWING DEFICIENCIES:

-CAP THREADS WERE RUSTED.
-CAP RECEPTACLE WAS RUSTED.
-WERE FLUSH MOUNTED ON THE WEATHER DECK AND SUBJECT TO SALT WATER CONTAMINATION WHEN SOUNDING.

NSTM 506/542
GSO 506/542

JP5, TANK, SYSTEM PIPING:
Loc :SEE REMARKS
CSMP Name: SYSTEM PIPING:

JP5 FUEL SYSTEM PIPING HAD THE FOLLOWING DEFICIENCIES:
-LEAKED
-FLANGED PIPING JOINTS AND VALVE BONNETS LACKED FLANGE SHIELDING.
-FLANGE SHIELDING WAS NOT PROPERLY INSTALLED.
-IMPROPERLY COLOR-CODED/LACKED FUNCTIONAL LABELLING/LACKED DIRECTIONAL FLOW ARROWS.
-SECTIONS WERE SOFT PATCHED.

NSTM 505/507/541/542
GSO 505/507/541/542

JP5, TANK, SYSTEM VALVES:
Loc :SEE REMARKS
CSMP Name: SYSTEM VALVES:

JP5 FUELING SYSTEM VALVES HAD THE FOLLOWING DEFICIENCIES:
-LEAKED THROUGH.
-LACKED PACKING.
-DETERIORATED GASKETS.
-MISSING VALVE HANDLES.
-WERE INOP/MISSING.
-IMPROPERLY IDENTIFIED/COLOR CODED VALVE WHEELS.

NSTM 541/542
GSO 541/542

JP5, TANK, TLI:
Loc :SEE REMARKS
CSMP Name: JP-5 TANK TLI:

JP5 TANK LEVEL INDICATORS (TLI) HAD THE FOLLOWING DEFICIENCIES:
-WERE INOP.
-HAD INACCURATE READINGS.
-WERE NOT CALIBRATED/OUT OF CALIBRATION.

-WERE REMOTELY LOCATED AND COULD NOT BE OBSERVED/MONITORED FROM THE FUEL SYSTEM OPERATORS STATION.
-POWER INDICATING LIGHTS WERE INOP.
-HAD CRACKED/MISSING FACE GLASS.
-AUDIBLE/VISUAL HIGH LEVEL ALARMS WERE INOP/IMPROPERLY CALIBRATED-ADJUSTED.
(HIGH LEVEL ALARMS ARE REQUIRED TO ACTIVATE AT APPROXIMATELY 95% TANK CAPACITY, THE SELECTED ALARM POINT SHALL BE BASED ON PROVIDING 2 MINUTES WARNING BEFORE AN OVERFLOW OCCURS WHEN THE TANK IS BEING FILLED AT ITS DESIGN FILL RATE.

NSTM 436/541/542
GSO 436/541/542

VLA, BLUE OBSTRUCTION LIGHTS:
Loc :SEE COMMENTS
CSMP Name: BLUE OBSTRUCTION

BLUE OBSTRUCTION LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES WERE INOP.
-_____ OF _____ FIXTURES LACKED THE CORRECT BRASS TYPE SHOCK REQUIRED BY THE REFERENCES.
STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.
-_____ OF _____ HAD CORRODED SHOCK MOUNTS.
-_____ OF _____ FIXTURES LACKED THE PROPER 120 VOLT, 50 WATT, ROUGH SERVICE TYPE BULBS REQUIRED BY THE REFERENCES.
-_____ OF _____ FIXTURES LACKED THE PROPER BLUE GLOBES REQUIRED BY THE REFERENCES.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, BLUE PERIMETER DECK EDGE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: BLUE PERIMETER D

FLIGHT DECK BLUE PERIMETER/DECK EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ LIGHT FIXTURES WERE INOP.
-_____ OF _____ LIGHT FIXTURES LACKED THE CORRECT 120VOLT, 100 WATT TYPE BULBS REQUIRED BY THE REFERENCES.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM FULL BRIGHT TO FULL BLACKOUT.
-_____ OF _____ FIXTURES LACKED THE CORRECT TYPE BRASS SHOCK REQUIRED BY THE REFERENCES.
-STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.

-_____ OF _____ FIXTURES HAD CORRODED SHOCK MOUNTS.
-_____ OF _____ FIXTURES LACKED THE CORRECT TYPE/COLOR GLOBES (AVIATION BLUE GLOBES) REQUIRED BY THE REFERENCES.
-_____ OF _____ FIXTURE MOUNTING BRACKETS WERE CORRODED/DAMAGED.
-_____ OF _____ FIXTURE GLOBES WERE DIRTY/CRACKED/MISSING/HAD PAINT OVERSPRAY.
-LIGHT FIXTURE WIRING WAS CUT/ABRADED AT _____________.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, DECK SURFACE FLOODS:
Loc :FLIGHT DECK
CSMP Name: DECK SURFACE FLO

DECK SURFACE FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____LAMPS WERE INOP.
-_____LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
-_____BLUE NVD FILTERS WERE CRACKED.
-LACKED RED FILTER ASSEMBLY.
-FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, DECK SURFACE, MARKINGS:
Loc :SEE REMARKS
CSMP Name: DECK MARKINGS:

FLIGHT/HANGAR DECK MARKINGS HAD THE FOLLOWING DEFICIENCIES:
-WERE MISSING/INCORRECT DIMENSIONS/LACKED ADEQUATE CLEARANCE-NOT IAW SHIP'S VLA MARKING/DRAWINGS.
-WERE FADED/WORN THIN, GREY NONSKID SHOWED THROUGH THE TOPCOAT.
-WERE DIRTY/CONTAMINATED WITH PETROLEUM PRODUCTS.
-WERE PAINTED WITH ENAMEL VICE THE APPROVED TOPCOAT MATERIAL.
-WERE OVERCOATED WITH UNAUTHORIZED MATERIAL.
-FLIGHT DECK EDGE MARKINGS FOR C02 BOTTLES/PKP BOTTLES/AFFF STATIONS/SALTWATER OUTLETS AND HESS STATIONS WERE:
-NOT MARKED.
-FADED.

-IMPROPERLY MARKED.

NSTM 588/631
GSO 588/631
AVNFACBUL-1 (SERIES)

VLA, DROPLINE LIGHTS/BAR:
Loc :SEE REMARKS
CSMP Name: DROPLINE LIGHTS/

VERTICAL DROPLINE LINEUP LIGHTS/BAR HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.
-_____ OF _____ FIXTURES LACKED THE CORRECT TYPE RED (PAR 36) LAMPS.
-FIXTURES WERE ASSEMBLY IMPROPERLY, LAMPS WERE NOT ALIGNED CORRECTLY.
-_____ OF _____ FIXTURE HOUSINGS WERE CORRODED/DAMAGED.
-_____ OF _____ FIXTURES HAD CORRODED INTERNAL COMPONENTS.
-_____ OF _____ FIXTURES HAD BENT/BROKEN/SEIZED/MISSING LAMP RETAINER WINGED STUDS.
-_____ OF _____ FIXTURES HAD BENT/CORRODED/BROKEN LAMP RETAINER HINGES.
-_____ OF _____ FIXTURES LACKED LAMP/HOUSING GASKETS.
-FIXTURE LAMPS WERE DIRTY/PAINTED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, FIRE FIGHTING FLDTS:
Loc :FLIGHT DECK
CSMP Name: FIRE FIGHTING FL

EMERGENCY FIRE FIGHTING FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-SYSTEM WAS INOP.
-WERE CORRODED.
-WIRING WAS FRAYED.
-MOUNTING BRACKETS WERE CORRODED AND DEFECTIVE.
-WERE NOT PROPERLY AIMED.

NAVAIR 51-50ABA-2

VLA, FLIGHT DECK STATUS LIGHTS:
Loc :FLIGHT DECK

CSMP Name: FLIGHT DECK STAT

FLIGHT DECK STATUS LIGHT HAD THE FOLLOWING DEFICIENCIES:
-RED/AMBER/GREEN LAMP WAS INOP.
-RED/AMBER/GREEN LIGHT FILTER(S) WAS(WERE) CRACKED.
-RED/AMBER/GREEN LIGHT FILTER(S) LACKED SAFETY WIRE.
-DECK STATUS LIGHT FIXTURE CONTAINED DIRT/SALT DEBRIS.
-DECK STATUS LIGHT FIXTURE WAS CORRODED/DETERIORATED.
-DECK STATUS LIGHT SYSTEM FAILED TO FLASH AT APPROXIMATELY 90 FLASHES PER MINUTE AS REQUIRED.
-DECK STATUS LIGHT CONTROLS FAILED TO VARY LIGHT INTENSITY FROM FULL BLACKOUT TO FULL INTENSITY.
-FAULTY CIRCUIT SWITCHING ARRANGEMENT ALLOWED ACTIVATION OF MORE THAN ONE LIGHT AT A TIME.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, HANGAR FACE WASH FLOODS:
Loc :FLIGHT DECK
CSMP Name: HANGAR FACE WASH

HANGAR WASH FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____LAMPS WERE INOP.
-_____LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
-_____BLUE NVD FILTERS WERE CRACKED.
-LACKED RED FILTER ASSEMBLY.
-FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.
HANGAR WASH FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____LAMPS WERE INOP.
-_____LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
-_____BLUE NVD FILTERS WERE CRACKED.
-LACKED RED FILTER ASSEMBLY.
-FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, HANGAR OVHD LIGHTS:
Loc :HANGAR
CSMP Name: HANGAR OVHD LIGH

HANGAR OVERHEAD LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WHITE LIGHT FIXTURES HAD ONE OR MORE BULBS INOP.
-___ OF X AMBER LIGHT FIXTURES HAD ONE OR MORE BULBS INOP.
-HANGAR AREA DARKEN-SHIP SWITCH(ES) WERE INOP/DAMAGED/HAD BEEN DEFEATED AT THE FOLLOWING LOCATIONS:

VLA, HOMING BEACON:
Loc :MAST
CSMP Name: HOMING BEACON:

THE HOMING BEACON HAD THE FOLLOWING DEFICIENCIES:
-LIGHT WAS INOP.
-FAILED TO ROTATE/FAILED TO PRODUCE APPROX 90 FLASHES PER MINUTE.
-FAILED TO VARY INTENSITY FROM FULL BRIGHT TO FULL BLACKOUT.
-FAILED TO MAINTAIN A CONSTANT SPEED OF ROTATION.
-SPEED OF ROTATION VARIED WHEN THE LIGHT INTENSITY WAS VARIED.
-FIXTURE CONTAINED WATER.
-LENS WAS DIRTY.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, HOSS CAMERA:
Loc :FLIGHT DECK
CSMP Name: HOSS CAMERA:

THE HELICOPTER OBSERVATION AND SURVEILANCE SYSTEM HAD THE FOLLOWING DEFICIENCIES:
-CAMERA WAS INOP/HAD POOR VIDEO PRESENTATION.
-CAMERA ZOOM FUNCTION WAS INOP.
-CAMERA CABLES/CABLE SUPPORTS WERE DETERIORATED.
-BRIDGE/CIC JOYSTICK CONTROLS WERE INOP/DEGRADED.
-BRIDGE/CIC MONITOR WAS INOP/DEGRADED.
-CIC VCR WAS INOP/MISSING.

VLA, LANDING SPOT LIGHTS:
Loc :FLIGHT DECK
CSMP Name: LANDING SPOT LIG

LANDING SPOT LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ LIGHT FIXTURES WERE INOP.
-_____ OF _____ LIGHT FIXTURES OPENED FOR INSPECTION CONTAINED WATER/ DIRT/DEBRIS, INTERNAL COMPONENTS WERE DAMAGED/CORRODED/MISSING, (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS).
-_____ OF _____ LIGHT FIXTURES WERE ASSEMBLED IMPROPERLY.
-GUARD ASSEMBLIES WERE LOOSE, NOT PROPERLY SECURED.
-GUARD BOLTS WERE LOOSE/MISSING.
-GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
-GUARD BOLT HOLES WERE STRIPPED.
-FLIGHT DECK SEALING HAD BEEN COMPROMISED.
-ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED OFF AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE LIGHT FIXTURE AND INTO THE COMPARTMENT BELOW.
-_____ OF _____ RUBBER GUARD CUSHIONS WERE DETERIORATED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50ABA-1
NAVAIR 51-50ABA-2
NAVAIR 51-50ABA-3
AVIAFACBUL-1 SERIES
PMS

VLA, LIGHTING CONTROL PANEL:
Loc :SEE REMARKS
CSMP Name: LIGHTING CONTROL

THE PRIMARY/FLIGHT DECK CONTROL LIGHTING CONTROL PANEL HAD THE FOLLOWING DEFICIENCIES:
-HAD NOT BEEN UPDATED TO LATEST NAVSEA DRAWING.
-KNOBS WERE LOOSE/MISSING.
-CONTROLS WERE NOT LABELED.
-PANEL ILLUMINATION WAS INOP.

AVNFACBUL-1 (SERIES)
AMPHIB AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, LINEUP LIGHTS FWD EXTENDED:
Loc :SEE REMARKS
CSMP Name: LINEUP LIGHTS FW

FORWARD EXTENDED LINEUP LIGHTS/BAR HAD THE FOLLOWING

DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-LIGHT SYSTEM FAILED TO OPERATE IN THE STROBE/STEADY MODE OF OPERATION.
-_____ OF _____ FIXTURE WINDOWS WERE CRACKED/MISSING.
-_____ OF _____ FIXTURE HOUSINGS WERE CORRODED/DAMAGED.
-_____ OF _____ FIXTURE COVERS LACKED GASKET/SCREWS.
-_____ OF _____ FIXTURES HAD CORRODED INTERNAL COMPONENTS.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, LINEUP LIGHTS:
Loc :FLIGHT DECK
CSMP Name: LINEUP LIGHTS:

FLIGHT DECK LINEUP LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-LIGHT SYSTEM WAS INOP IN THE STROBE/STEADY MODE.
-_____ OF _____ FIXTURE WINDOWS/FILTERS WERE CRACKED/OBSCURED BY PAINT/MISSING/NOT CEMENTED TO THE FIXTURE BASE WITH ADHESIVE/SEALANT MIL-A-46106, TYPE 1, CLEAR.
-_____ OF _____ FIXTURE COVER PLATE ASSEMBLIES HAD THE WRONG TYPE/WERE MISSING CAPTIVE BOLTS (CRES, HEX HEAD).
-_____ OF _____ FIXTURE COVER PLATE ASSEMBLY CAPTIVE BOLTS LACKED RETAINING RINGS.
-_____ OF _____ FIXTURES LACKED COVER PLATE ASSEMBLY GASKETS.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, OVERHEAD FLOODLIGHTS:
Loc :FLIGHT DECK
CSMP Name: OVERHEAD FLOODLI

OVERHEAD FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-DIM FUNCTION WAS INOP.

-___ OF X WERE INCORRECTLY AIMED.
-___ OF X WERE NOT PINNED.
-___ OF X FIXTURES WERE CORRODED/DAMAGED.
-___ OF X SUPPORT BRACKETS/STANCHIONS WERE CORRODED/DAMAGED.
-WIRING WAS DETERIORATED/CUT/FRAYED.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, RED DECK EDGE LIGHTS:
Loc :FLIGHT DECK
CSMP Name: RED DECK EDGE LI

FLIGHT DECK EDGE LIGHTING HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ LIGHT FIXTURES WERE INOP.
-_____ OF _____ LIGHT FIXTURES OPENED FOR INSPECTION CONTAINED WATER, DIRT/DEBRIS, INTERNAL COMPONENTS WERE DAMAGED/CORRODED/MISSING, (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS) -_____ OF _____ RUBBER GUARD CUSHIONS WERE DET
-_____ OF _____ LIGHT FIXTURES WERE ASSEMBLED IMPROPERLY:
-GUARD ASSEMBLIES WERE LOOSE, NOT PROPERLY SECURED.
-GUARD BOLTS WERE LOOSE/MISSING.
-GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
-GUARD BOLT HOLES WERE STRIPPED.
-FLIGHT DECK SEALING HAD BEEN COMPROMISED.
-ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED OFF AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE LIGHT FIXTURE AND INTO THE COMPARTMENT BELOW.

AVNFACBUL-1 (SERIES)
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
AVIAFACBUL-1 SERIES
PMS

VLA, VERTREP AREA, DECK EDGE LIGHT:
Loc :AFT VERTREP AREA
CSMP Name: DECK EDGE LIGHT:

AFT VERTREP AREA DECK EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES WERE INOP.
-_____ OF _____ FIXTURES OPENED FOR INSPECTION CONTAINED WATER/DIRT/DEBRIS, INTERNAL COMPONENTS WERE CORRODED/

DAMAGED/MISSING (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS).
-_____ OF _____ RUBBER GUARD CUSHIONS WERE MISSING.
-_____ OF _____ LIGHT FIXTURES WERE ASSEMBLED INCORRECTLY:
A.GUARD ASSEMBLIES WERE LOOSE.
B.GUARD BOLTS WERE LOOSE/MISSING.
C.GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
D.GUARD BOLT HOLES WERE STRIPPED.
-AFT VERTREP DECK SEALING HAD BEEN COMPROMISED.
-ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE FIXTURE INTO THE COMPARTMENT BELOW.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
PMS

VLA, VERTREP AREA, GUN SHADOW LIGHT:
Loc :AFT VERTREP AREA
CSMP Name: GUN SHADOW LIGHT

AFT VERTREP AREA GUN SHADOW LIGHT HAD THE FOLLOWING DEFICIENCIES:
-___ OF 2 LAMPS WERE INOP.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-FIXTURE WAS DETERIORATED, HAD BROKEN SUPPORTS.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, VERTREP AREA, LIGHTING CNTR PANEL:
Loc :SEE REMARKS
CSMP Name: LIGHTING CNTR PA

VERTREP AREA LIGHTING CONTROL PANEL LOCATED IN HELO CONTROL HAD THE FOLLOWING DEFICIENCIES:
-KNOBS WERE LOOSE/MISSING.
-CONTROLS WERE NOT LABELED.
-PANEL ILLUMINATION PEANUT BULBS WERE INOP.
-SWITCH RUBBER BOOTS WERE TORN/MISSING.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, VERTREP AREA, LINEUP LIGHTS:
Loc :AFT VERTREP AREA
CSMP Name: LINEUP LIGHTS:

AFT VERTREP AREA LINEUP LIGHTS HAD THE FOLLOWING DEFICIENCIES:
-_____ OF _____ FIXTURES/LAMPS WERE INOP.
-SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-_____ OF _____ FIXTURE WINDOWS/FILTERS WERE CRACKED/OBSCURED BY PAINT/MISSING/NOT CEMENTED TO THE FIXTURE BASE WITH ADHESIVE/SEALANT MIL-A-46106, TYPE 1, CLEAR.
-_____ OF _____ FIXTURE COVER PLATE ASSEMBLIES HAD THE WRONG TYPE/WERE MISSING CAPTIVE BOLTS (CRES, HEX HEAD).
-_____ OF _____ FIXTURE COVER PLATE ASSEMBLY CAPTIVE BOLTS LACKED RETAINING RINGS.
-_____ OF _____ FIXTURES LACKED COVER PLATE ASSEMBLY GASKETS.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, VERTREP AREA, OVRHD FLDLIGHT:
Loc :FLIGHT DECK
CSMP Name: OVRHD FLDLIGHT:

AFT VERTREP DECK OVERHEAD FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:
-___ OF X WERE INOP.
-DIM FUNCTION WAS INOP.
-___ OF X WERE INCORRECTLY AIMED.
-___ OF X WERE NOT PINNED.
-___ OF X FIXTURES WERE CORRODED/DAMAGED.
-___ OF X SUPPORT BRACKETS/STANCHIONS WERE CORRODED/DAMAGED.
-WIRING WAS DETERIORATED/CUT/FRAYED.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3
PMS

VLA, WAVEOFF LIGHTS:
Loc :FLIGHT DECK
CSMP Name: WAVEOFF LIGHTS:

WAVE-OFF LIGHT HAD THE FOLLOWING DEFICIENCIES:
THE WAVE-OFF LIGHT SYSTEM WAS INOP WHEN ACTIVATED FROM THE:
-THE HCO STATION MASTER CONTROL PANEL.
-THE HCO STATION REMOTE CONTROL PANEL.
-THE LSO STATION, RAST CONTROL CONSOLE.
-SYSTEM CONTROLS AT THE MASTER CONTROL PANEL FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
-_____ OF 2 WAVE-OFF LIGHT LAMPS WERE INOP.
-_____ OF 2 WAVE-OFF LIGHT FIXTURES WERE CORRODED.
-_____ OF 2 RED LIGHT FILTERS WERE CRACKED/LACKED SAFETY WIRE/MISSING.
-WHEN A WAVE-OFF WAS ACTIVATED THE SYSTEM FAILED TO INITIALLY FLASH AT FULL INTENSITY AND THEN RETURN TO THE INTENSITY LEVEL SET AT THE MASTER CONTROL PANEL.
-SYSTEM JUNCTION BOX ASSEMBLY LOCATED AT ___________ WAS CORRODED.
-SYSTEM WIRING WAS ABRADED/KNICKED/CUT/DETERIORATED AT _____________.
-MASTER/REMOTE CONTROL PANEL ILLUMINATION HAD INOP/MISSING LAMPS.
-PANEL ILLUMINATION LIGHTS WERE INOP.
-PANEL COVER HINGES WERE BROKEN.

AVIAFACBUL-1 SERIES
NAVAIR 51-50AAA-1
NAVAIR 51-50AAA-2
NAVAIR 51-50AAA-3

VLA, WIND SYSTEM:
Loc :SEE REMARKS
CSMP Name: WIND SYSTEM:

WIND MEASURING AND INDICATING SYSTEM (WMIS) HAD THE FOLLOWING DEFICIENCIES:
-SYSTEM WAS NOT CERTIFIED OR CERTIFICATION HAD EXPIRED.
-SYSTEM WIND SPEED/DIRECTION SIGNAL WAS INACCURATE THROUGHOUT THE SHIP.
-HELO CONTROL STATION WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.
-LSO/RAST CONTROL STATION WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.
-PRI-FLY WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.

AVIAFACBUL-1 SERIES
PMS
GSO588Q
